### ANOTHER

Terrible Accident on the Chicago & Atlantic in Indiana.

COLLISION.

A Freight Dashes at Full Speed Into a Passenger Train.

CHATSWORTH SCENES REPEATED.

Fire Breaks Out and Adds to the General Terror.

DEATH. BURNED TO

Frightful Tales of Sufferings Told By Survivors.

RAILROAD OFFICIALS RETICENT.

The Little Station at Kouts Strewn With the Charred Remains of the Victims-The Engineer's Story -Statements of Passengers -The Company Blamed.

Almost a Second Chatsworth.
CHICAGO, Oct. 11.—[Special Telegram to the Bax.]-A terrible accident occurred on the Chicago & Atlantic railroad last night at Kouts, a small station about fifty-five miles east of Chicago. Passenger train No. 12, which left here at 7:45 p. m., stopped just this side of Kouts at 9:45 to make some repairs. The fast freight train No. 48, which should follow on instructions, received a clear bill at Boone Grove, six miles west of Kouts, and had got up a good speed when it crashed into the rear of the halted passenger train. The night was dark and the scene fluring the next half hour was dreadful. The evar coaches of the passenger train were smashed and telescoped so that the three occupied less space than one. No one in the Pullman sleepers was injured. The conductor telegraphed to his company here that all escaped before the fire reached the car and none were injured in the collision. General Manager Broughton, with all the clerks and others who could be of any use at the scene, left as soon as he heard of the accident this

Upon the arrival of the wrecked train at the water tank, the scene of the accident, the engineer discovered a portion of the engine bout of gear and a stop was made to fix it. A signal is said to have been sent back to stop the next train should it come along while the passenger was still at the water tank, but for some reason this signal was ignored, if sent, and the meat express, which runs at a high rate of speed, crashed into the train. The entire passenger train, consisting of five cars, was completely wrecked. Amid a pandemonium of crashing timbers and human shricks and toppling fragments of the wreck the horror was tripled when the confused mass of splintered and broken wood was discovcred to be on fire. Those who miraculously escaped uninjured immediately turned their attention to those imprisoned in the wreck. and all but about twenty, it is now thought, were rescued.

A PASSENGER'S HARROWING NARRATIVE. One gentleman, a passenger from Taunton, Mass., who was on his way home, was sitting in the first car asleep, with his hand on his satchel. "The first I knew," said he, "I heard a frightful crash and the car seemed shattered and the pieces were flying past me. The next I knew I found myself almost duried in the ruins and they seemed to keep piling up. I tried to extricate myself and found I was near a window. It was very flark and all around me were yells and groans and the blackness made it fearful. I didn't seem to be hurt beyond being shaken up, so I called for help out of the window. Some man-I don't know who-helped me out, and then turned in and helped to get others out. A little while after I got out, though, the whole thing took fire, and we were forced to give up working on it, bit by bit, and let 4t burn with the horrible cries of those inside In our cars. At one place there were two or three women, apparently all together, and we tried to get them out. They were shricking all the time in a manmer to freeze one's blood, for the fire was coming nearer to them all the time. We worked as long as we could, but could not get them out, and the fire came all around them and finally silenced their screams. To hear their desperate cries, as the fire came pearer and nearer, and finally reached them, was simply appalling."

FIRE ADDS TO THE HORROR. The wreck burned to the trucks, no facilities being at hand to extinguish the fire. A car load of the injured was taken eastward from the wreck this forenoon. They were maimed, bruised and burned, some quite

OTHER ACCOUNTS. N. A. Duncan, of Syracuse, N. Y., secretary of the Chautauqua assembly, arrived in the city this afternoon on the Chicago & Atlantic limited from New York, which was ave hours late. Mr. Duncan said: "Our train got into Koutz at 7 o'clock this morning and then we were told of the wreck which had occurred two miles west of the town. I, with several other gentlemen, visited the scene of the disaster. There were hundreds of people around, but everyone seemed to be so dazed and excited that little had been done to assist the wounded. When we got there a most siekening sight met our eyes. Strewn all along the track amid the wreckage were ten or twelve charred bodies. One Little Bohemian boy was propped up against the fence, badly crushed and dying, and there in front of him lay his dead mother, brother two sisters. It was impossito secure names, as every was half out of their wits and it was a long time after the accident occurred before any assistance was rendered. I unted up the night operator at Koutz and he rave me the following account of the disaser, which is about correct: The train wirecked was No. 12, which left Chicago at 1:45. The train was made up of five cars, the wo rear ones being Pullman sleepers. Just efore the train arrived at Kouts an eccen tric of the engine broke and the engineer slowed up for repairs. A brakeman hung out a danger signal light and the thing least expected was that a train would be along. The train had stopped but a short time when the train behind, which proved to be the fast Chicago "meat" train, made up of freight pars, dashed into it. Notwithstanding the flanger signal the "meat" train rushed on at the rate of thirty-five miles an hour. She struck the rear coach, telescoped it and the two in front, and left nothing but the baggage car standing. Three front poaches were swept completely away, trucks thing left standing. The wreckage immediately caught fire, and the wounded and dead lay in the flames and were burned beyond recognition. The people around there said that about ten people were burned," added Mr. Duncan, "but I think there were at least fifteen, as I saw a dozen ladies laid out."

Frank Cramer, general western agent of

the Guion line of steamer, was on board the wrecked train, but escaped uninjured. first we who were in the sleeping car knew of the accident," said Mr. Cramer, "our conch was run into from the rear. The forward coaches, it seems, were telescoped by the shock. There were only seven passengers, I think in the sleeper and none of them were killed or injured. I was asleep when the shock occurred. I dressed myself and when I got out to the wreck I saw the whole train was ablaze. Many who were killed or seriously wounded must have been burned up, as the fire broke out as soon as the accident occurred. The train men did what they could to relieve the wounded, but facilities were lacking and many people doubtless perised in the flames because no help could reach them."

A Graphle Account.

Kours, Ind., Oct. 11.-[Press.]-The worst horrors of Chatsworth were duplicated here to-day. Dozens of blood-stained, smoke-begrimed dead and dying men, women and children, victims of railroad carelessness and blundering, littered the village station house this morning and this afternoon. Nine charred corpses of victims were laid upon the station platform, in the hotel and every other available resting place in the vicinity, while three miles west down the track of the Chicago & Atlantic railway, near a lonely water tank, piles of fearfully tangled debris mark the spot where a collision seldom equaled for terrible results occurred. According to the best estimates obtainablefor only an estimate is obtainable-fully thirty human lives have been sacrificed outright and half that number suffered injuries more or less serious. The east bound express that left Chicago last night with a great load of passengers, had, without a moment's warning, during a temporary wait, been smashed into from behind by a heavily loaded fast freight plunging madly forward in the darkness, bent on beating all competition in hurrying dressed meat to the markets of the seaboard. Some part of the machinery of the passenger engine had been thrown out of order during the run from Chicago. A triffing stop at the water tank would make all right, it was thought, and a stop was accordingly made. Suddenly out of the darkness behind came the flash of a headlight, the rush and rattle of many wheels, and then a mighty crash, just as at Chatta-

the shricking victims and dancing flames was one never to be forgotten. one never to be forgotten.

THE ENGINEER'S STORY.

To-day on his bed of agony at the little hotel of Kouts the engineer of the passenger train told the following story of the terrible disaster: "We passed No. 49 at Boone Grove on time and started toward Koutz. No. 49 pulled out of the station less than two minutes behind us when they should have waited much longer. When we were well away from town we could see her lights but a little way behind. We were not moving very fast because the engine was broken on one side. We had broken an eccentric strap and were running but one pair of wheels, having been forced to disconnect the other pair of wheels, which were running loose. Of course the accident held our speed down a little, but we had no idea that the engineer of No. 49 would have any difficulty in keeping off from our heels. The last time I looked behind there was ample room between We stopped at the Boone Grove water tank and were there almost a minute before they struck us."

worth. The sleeping coach now got in its

deadly work. The massive frame work of the sleeper was transformed into a huge cata-pault, and pushed mercilessly forward by the freight train it crushed into the cars forward,

mashing their comparatively light timbers

and making the work of destruction complete. The wreck quickly took fire, and the sight of

HEARTRENDING SCENES.
William Goghyan, conductor of a Chicago, St. Louis & Pittsburg construction train work-ing between Kouts and Hebron, a small station the new vest of Hebron, saw something of the results of the accident. This construc-tion train runs into Kouts every evening with its lond of tired workmen, and the conductor sleeps in the one little hotel of which the town boasts. He was awakened at 4 o'clock this morning to take out the Wabash train that had been delayed by the wreck. Upon going down stairs in the hall he found all confusion in the little parlor. A boy of some fifteen years of age was stretched upon the floor literally mangled and torn to pieces, with just enough life left in his body to speak in whispers to those who him about the accident. In a asked room off the parlor another boy was lying with serious bruises about the head. In one of the upper rooms he learned that the engineer of the wrecked meat train was lying at the point of death. So hideous were these sights and so piteous sides, that the sturdy conductor could eat nothing and hurried to his duties, glad to

In the little sitting room of the cottage which serves as a hotel in this town two of the wounded survivors of the accident still this afternoon. Herman Miller, remain life this afternoon. Herman Miller, a Bohemian boy on his way from Dundee, Ill., to the old country, is stretched on a lounge in the low dark room. His head is fearfully battered and his right leg fractured. The other wounded man is Joseph McCoos, a bartender of Boston, whose injuries are mostly internal and are not so severe but that his recovery is possible. He was able to tell of the accident.

possible. He was able to tell of the accident, as follows: "I was a passenger in the coach at the time of the accident, which was next to the last car in the train. Just before midnight I went to the smoker, which was that a head of our car, and chattal for an hour with a young man who sat down near me. That was the last I've seen or expect to see of the poor fellow. Just as I had stretched my self out to go to sleep and almost before I closed my eyes, there was an awful, unearthly crash, which, God help me, I never want to hear again. I could feel myself thrown violently toward the top of the car and then I became insensible. On waking up I realized that all was confusion in the car, that canes, valises, rods of iron and lamps were in the air about me. I must have regained my consciousness in a very short time for when I awoke all was darkness and the borrible shricks and piercing walls of agony almost deafened my ears. In the end of the car furthest from me the stove was overturned and the flames were just starting to spread with magic rapidity. There was some sort of new gas lamp in the car and the reservoirs reaching from one to the other the flames leaped up the sides and in less time

than I can tell it the gas was burning the whole length of the ceach over our heads. I was wedged between two seats where I couldn't move a limb of my body and there watched the fire slowly creep upon me. It was a terrible sight. In the end of the coach near the fire I could see a lady caught between seats as I was. The fire slowly crept across the car, her dress caught fire and in terrible agent, in her dress caught for a way and Just across from my seat I noticed shortly before the accident a father, his wife and daughter. I saw them also crushed together and burned just as the flames were blazing but a foot or two sway from me. A manufactured to the side and say the state and say the say that a say the say that say t man pulled me into the aisle and said: "Come to the window." He must have mistaken me for some one else, for the moment he had looked viosely at my face he dropped me and hurried through the window with an exclamation of evident disappointment. I then painfully crawled after him in safety."
This afternoon when the reporters, who had been long delayed in reaching Kouts had been long delayed in Feaching Routs owing to the secretiveness of the railroad officials, began at last to arrive, there was little in the aspect of the village to indicate that a calamity had so recently taken place. All the dead bodies had been carefully re-moved from sight, only two of the wounded recreatill in the village and the local con-

Important Letter Made Public. were still in the village and the local em ployes of the road were deaf and dumb to al seekers after information. The coroner had been obliged to go to Huntington, over fifty miles distant, to obtain the statements of miles distant, to obtain the statements of witnesses, and the villagers seemed wholly at sea regarding the extent of the disaster. About the only person about and willing to tell the 'details of the horror was Dr. C. W. McKee. The doctor is a prosperous-looking, intelligent man of about thirty-seven, who promptly responded in the dead of night to the call that he take No Such Action Taken. a hand-car and go to the scene of the wreck, three miles from his residence. Dr. McKee rendered noble service. He had scant time to give his experience in detail, but stated that to the best of his knowledge it would not be overstating the facts to say that the collision has cost the lives of fully thirty

SHADOWED BY ENGLISH SPIES.

people. It was shortly after 10 o'clock this morning when he reached the wreck, and immediately began to give his services to the wounded. Those who were badly hurt when the crush came, he says, must have had little chance for their lives, so quickly had the cars taken fire and so thorough was the work of the fluxes. As an illustra-Visit to Denver of Two S augers From Scotland Yard. was the work of the flames. As an illustra-tion of the destruction and difficulty of arriving at a correct idea of the magnitude of the WANTED TO BE A RANCHMAN. disaster the doctor said that probably not a soul would have been made aware of the all but total wiping out of the Miller family of six had not their boy been saved. Dr. Mc-Kee stated that only nine bodies had been

In Unsuccessful Attempt to Trap P. G. Sheridan, the Famous "No. 1" ecovered and they were so badly charred as o be almost beyond recognition, the most oft of scarcely any of them being a blackened of the Phonix Park Tragedy-Lincoln and Omaha Visited.

Sleuths From Scotland Yard.

WESTERN WATERWAYS.

Opening of the Improvement Conven-

tion at Peoria.

Improvement convention met in this city this

morning at 11 o'clock with 400 delegates in

attendance, mostly from Illinois, but there

were also good delegations from Iowa and

St. Louis and Kansas, Wisconsin, California,

Oregon and Tennessee were also represented.

Colonel Isaac Taylor, chairman of the local

committee of arrangements, called the conven-

tion to order and it was opened with prayer by

the Right Rev. John Spalding, the Catholic

bishop of Peoria. Governor Oglesby was

chosen temporary chairman and made an ex-

tended, forcible and interesting speech, acknowledging the honor. General Sanders, of Davenport, Ia.; E. T. Dunn, of Cook county; E. J. Ward, of LaSalle, and George Stone, of Cook, were appointed temporaay secretaries. After the appointment of committees on perspectations of the committees of the co

manent organization, credentials and rules

and order of business, consisting of one member for each state, the convention took a

At the afternoon session the committee on credentials reported Illinois, Iowa, Missouri, Oregon, Maryland, Tennessee and California

oregon, Maryand, Tennessee and Cantoring represented by 595 delegates and the report was adopted. The committee on permanent organization made a report which was unanimously adopted, providing for the following permanent officers: President, Senator

Margwand, Oregon; A. F. Rogers, Alton, Ill.; W. F. Slackpole, Fairbury, Ill. Secretaries, Henry P. Day, Peoria, Ill.; A. H. Sanders, Davenport, Ia.; E. F. Duan, Cook county; E. J. Ward, LaSalle county;

J. F. Kelsey, Mason county. Senator Cullom was introduced and made an able address, thanking the convention for

the honor and dwelling upon the advantage

of the proposed improvements.

The committee on rules recommended that

each state be entitled to ten votes and each congressional district to one vote. The proposal elicited much opposition and it was decided to allow every delegate present a vote. The committee on resolutions was then

THE KNIGHTS.

Scathing Resolutions Introduced De-

nouncing the B. & O. Deal.

MINNEAPOLIS, Oct. 11.-The Knights of

Labor general assembly this morning in a

set of resolutions approved the demand of

the local printers for an increased scale of

wages and congratulated them on the matter

having been submitted for arbitration. The

committee appointed several days ago to de

nounce the Baltimore & Ohio deal brought

in some scathing resolutions and advised that

a memorial be prepared for signatures and

sent to congress in order that the question of

government telegraphs might be brought

before the public. The committee on mileage

reported and a rate of four cents a mile each

Upon the call to order of the Knights of

Labor general assembly this afternoon T. B.

Barry moved that the finance committee be

instructed to act first upon the accounts of

the general executive board. Carried. The

convention appropriated \$5,000 for the prose-

cution of the "capital syndicate" of Texas for

introducing foreign contract labor in violation of the national laws. The

violation of the national laws. The committee on co-speration presented a document requesting legislation; asking that lecturers be sent out; that the official printing office of the order be established, etc. This was referred back for further consideration. The report from the committee on the good of the order, favorable, tet be establishment of frateries, release

committee on the good of the order, rayora-ble to the establishment of fraternal rela-tions with the Patrons of Husbandry and the Farmers' National alliance was adopted and Mr. Powderly appointed the whole convention a committee to carry out the spirit of the suggestion. Resolutions commending the

suggestion. Resolutions commending the early closing of business places was adopted. It was agreed to send the general lecturer to the Pacific coast for three months during the coming year. To facilitate the spread of the order among the newly strived foreign element it was decided to publish the constitution and ritual in Polish, Bohemian and Italian. On the introduction of a resolution that

ian. On the introduction of a resolution that

no charters be granted assemblies of "rat" printers, Mr. Powderly stated that no such charters had ever been issued, and none ever

Davitt Made a Knight.

PITTSBURG, Oct. 11.-The Chronicle-Tele-

graph stated this afternoon that it has infor-

mation that on last Wednesday night after

Michael Davitt addressed the Knights of

Labor convention at Minneapolis a secret

meeting of the leading officials was held and

way was adopted.

recess until 2 o'clock.

Peoria, Ill., Oct. 11-The Illinois River

left of scarcely any of them being a blackened trunk and in some cases little beyond a few handfuls of ashes. The nine were as fol-lows: The Miller family, of Dundee, father, mother, two brothers and girl; their fourteen-year-old boy. Herman, will prob-ably die also; Dr. Perry, of North Judson, Ind., Dr. Perry's wife, Dr. Perry's daughter, aged eleven, and a young Irish lady. DENVER, Col., Oct. 11 .- [Special Telegram o the Brg. 1-A man and woman of the Scotland yard force of English detectives that arrived from New York a few days ago, deaged eleven, and a young Irish lady.

A TACITUM SUPERINTENDENT.

Superintendent Parsons, of the Chicago & Atlantic, was seen late in the afternoon gloomily pacing the station platform. He was extremely taciturn and was very sure no more bodies could be, by any possibility, under the wreck. Only nine persons had been killed, he declared, and not more than eleven or twelve hurt. None of the latter were seriously injured. He admitted that no flagm an had been sent back from the passenger train when the stop was make. Mr. Parsons said that the trainmen depended upon a semaphore fully two thousand feet in the rear of where the stop was made. tailed to look up charges against members of the Parnell party in the house of commons and to secure by any means possible any letters or documents of importance these agitators in America may have in their possession from the leaders in Ireland, arrived here one day last week and went to the Capitol hotel where they registered under an assumed name as man and wife. Next morning they disappeared as suddenly and mysteriously as they arrived. An agent of the New York branch of the in the rear of where the stop was made. The conductor of the train said he pulled the cord for this light when he League who followed them to this city is here watching their every movement, but to-day stepped from the train. This would throw the glare of the red danger signal on the track. The night, however, was foggy and the engineer of the fast freight must have failed to see the signal. Superintendent Parsons thought the accident would have refused to speak upon the subject, except to say that they were in Denver on their way west. They stopped over at Omaha and Lincoln, Neb., for the purpose of giving Judge Brennan, chairman of the republican been a very ordinary one had not the stove in the sleeper upset. That caused the destruction of the sleeper, two coaches and the baggage car, and in the main was doubtless the cause of the loss of life. state central committe at Sioux City, and Fitzgerald and Egan, of Lincoln, a little of their attention, but whether their mission to these parts was successful or not is unknown. Their visit west is understood to be for the purpose of visiting P. G. Sheridan, the "No. 1" of the Phœnix park tragedy, who now resides in Rio Grande county, Colorado; Martin Johnson, of Idaho Terri-tory, together with several other prominent Coroner Leatherman, Mr. Parsons said, reached the scene from Valparaiso about 11:30 a.m. and after viewing the debris and making some inquiries, had found it neces-sary to go to Huntington in search of witnesses. The wounded, Parsons explained tory, together with several other prominent League men of the west. Johnson was here last week, and his movements, as well as those of his friends, are now known to have been assiduously watched. Several attempts prior to this have been made to secure valuable documents in the possession of Sheridan. About six months ago a detective arrived here from New York, bearing forged letters from one of the New York leaders to Sheridan. The man represented that he was debad been taken there as early as pe and the passengers who were unhurt, to the number of twenty-five, had been forwarded

to their destinations without delay.

It appears that Coroner Leatherman did It appears that Coroner Leatherman did not empanel a jury. That procedure is not a necessity according to the laws of Indiana. At the wreck the coroner was met by Mr. Johnson, attorney for the Chicago & Atlantic, and being told that the engineer of the freight had been taken with the other survivors to Huntington, he decided to go there, which he did, in company with the railroad's lawyer and several other gentlemen. The coroner is well spoken of among the people at Kouts. They did not criticisc his action in going to Huntington, believing that he is square. The coroner is described as being rather a young from one of the New York leaders to Sheri-dan. The man represented that he was de-sirous of learning the ranch business, with a view to investing, and offered to work one year for nothing. The detective remained at Sheridan's ranch a couple of weeks, when one morning Sheridan thoughtlessly stated one morning Sheridan thoughtlessly stated he was expecting a letter from his New York friend, and that night the man disappeared without gaining any information. Edward J. Maguire, one of the most prominent and trusted Irishmen in the state, is assisting the eastern agent of the League in keeping watch of the Scotland yard men, but positively refuses to speak. Huntington, believing that he is square. The coroner is described as being rather a young man to be charged with such an important duty as determining the responsibility for the

A PATRETIC INCIDENT. A pathetic incident of the wreck is related by the station agent. It is of the story of a young lady from Ohio, whose name could not be remembered. She was one of the pas-sengers on the ill-fated train, and when the crash came, with presence of mind and energy worthy of a strong-minded masculine, she said an ave from its resting place on she seized an axe from its resting place on the side of the car and hewed her way the side of the car and newed her way through to a window. Her own safety assured, her thoughts turned to the helpless unfortunate ones whose cries for assistance sounded behind her. They did not call in vain, for she rushed in the direction of the cries and and personally aided those poor souls from the wreck. To use her own language: "I did all I could, and would have continued had I not heard Dr. Perry crying and meaning pitcously that his feet were burning. Then my strength gave way, and I was compelled to desist and seek assistance my-

wreck.

self."

BULL-HEADED RAILWAY OFFICIALS.

11 p. m.—All efforts to obtain information from Huntington as to the names of the killed and wounded have up to this hour been unavailing. The Chicago & Atlantic railway officials, who went there with the coroner to-day, seem to have complete possession of all sources of information on this point and they refuse positively to make public the names of the victims of the disaster. The killed and wounded were taken from the The killed and wounded were taken from the scene of the wreck to Huntington early this The water tank at which the wreck took place was tended by an employe, for whose accommodation a small shanty was attached

night, leaving the tank entirely alone. He was asked to-night what precautions were taken in his absence to prevent such a catastrophe as that which has occurred. "Not a precaution," he answered, "except a sort of thing they call a semaphore. Its an English contrivance and is supposed to act as a signal, but it don't." The wrecking force at the scene of the disaster numbers 300 men and their many lights, stretched along the full length of the wreck, can be seen miles away over the marsh. Enough of the wreck is still left to give an idea of the mass of ruins strewn be-

give an idea of the mass of ruins strewn before the tank after the collision. The
freight train in part escaped, but the front
cars were piled in the most fantastic
ways upon each other. Not a vestige
of any of the passenger coaches' woodwork
was left. The telescoping of the baggage
car, smoker and day coach had been complete and the speady flames did the rest,
leaving not 2 splinter, the sleeper even sharing the fate of the others. The bodies which
the coroner found were burned into cinders
and covered the ground under the trucks. and covered the ground under the trucks. At midnight the track was still impassable

The coroner telegraphs the Associated press from Huntington at midnight as follows: 'Cannot as yet give the names of the killed. There were eight adults and one child dead and two persons wounded at Kouts. Knownothing of any other wounded."

BELL'S LATEST MOVE.

He Has An Injunction Served On a St. Louis Company. Sr. Louis, Oct. 11 .- Judge Thayer, of the United States circuit court, in the case of the American Bell Telephone company against Philip L. Rose, et al, to-day, issued an order restraining the defendant from directly or indirectly making, using, selling or furnishing to others an electric speaking telephone or telephonic apparatus embracing or embodying inventions and improvements of patents granted to Alexander Graham Bell. The lefendants are summoned to appear in the circuit court Saturday next to argue the mo-tion for a temporary injunction. This legal step by the Bell company is more important than appears on the surfpce. Philip L. Rose et al are Rose & Rein, of this city, who make instruments for the Pan-Electric company. hence the action is indirectly aimed at that

Typos Take it Back. CINCINNATI, Oct. 11.-William Almison president of the International Typographical mion, announces to all subordinate unions that at a meeting of the executive council held here to-day for the purpose of confer-ence and the consideration of the nine-hour law adopted at the Buffalo convention, it was unanimously resolved that a committee of seven be appointed to confer with the association which meets in Chicago, October 18, to bring about har mony, and that the enforcement of the nine our law and all its provisions be suspended Subordinate unions, are required to with draw the demand made September 1 until further notice.

Sr. Louis, Oct. 11.-A special from Santa Fe, N. M., gives the text of a letter from President Cleveland to Manager Pils, of the Maxwell Land Grant company, in reply to queries made by the latter. The president says in substance that the judgment of the supreme court of the United States on the questions involved is authoritative and inclu ive and that its judgment must be respected

WASHINGTON, Oct. 11 .- It can be authoritatively stated that at the recent conference between the secretary of state and Fishery Negotiators Putnam and Angell, the matter of the free admission of Canadian fish was not agreed upon, nor was final decision taken upon any point of the coming negotiations.

# LotsatGrandIsland

## October 13th. One Fare for the Round Trip Over All Roads.

The United States Investment Company will offer some of the



#### RESIDENCE PROPERTY **FINEST**

At Grand Island, at public auction, without reserve. A GRAND OPPOR-TUNITY for investors all over Nebraska to come and see the most prosperous city in the state. Grand Island is now a city of 12,000 population. possessing unequalled advantages as a manufacturing, jobbing and railroad center. Real estate values have been advancing steadily and rapidly for several years. No inflated boom liable to bust, but the safest city in the west for investment. Special train leaves Omaha for Grand Island at 10:55 a. m., October 12th. Come and see the future capital of the state.

BEN. RHODES. LAFE WILLIAMS.

Auctioneers.

DOWNED BY DETROIT.

The St. Louis Browns Lose & Game to the Wolverines. St. Louis, Oct. 11.-The second game of the world's chainpionship series was playde here to-day. The following is the score: \$\frac{\text{34. Louis.}}{\text{Louis.}} \quad 0 \quad 0 \quad 0 \quad 0 \quad 1 \quad 2 \quad 0 \quad 5 \quad \text{Detroit.} \quad 0 \quad 2 \quad 2 \quad 0 \quad 0 \quad 1 \quad 0 \quad 5 \quad \text{Pitchers} - \text{Foutz and Conway.} \quad \text{Base hits} \quad \text{5t. Louis 10, Detroit 12. Errors-St. Louis 7, Detroit 2. Umpires-Nelly and Gaffney.}

The Best Catch Ward Ever Made. NEW YORK, Oct. 11.-The Tribune will an nounce that John M. Ward, captain of the New York base ball nine, will to-morrow marry Miss Helen Dauvray, the talented and wealthy actress. They will at once leave for a tour in the west.

A Big Hotel Blaze. PHILADELPHIA, Oct. 11.-The Bryn Mawr

hotel, situated at Bryn Mawr, on the Pennsylvania road about twelve miles from here, burned this morning. The loss is estimated at \$220,000, with \$150,000 insurance.

The Lone Highwayman Arrested. Ballinger, Tex., Oct. 11.-J. A. Newsome was to-day arrested and identified as the famous lone highwayman who several times recently robbed a stage between here

WELL-SHAPED WOMEN. Tests of Measurement Indicating Symmetry of Form.

Here is an interesting extract from an article in the New York Mercury: Art should always be based on nature, and no art is true which does not take nature for its model. A perfect, symmetrical, healthy woman of five feet the following standard: She should be 138 pounds at the least, and could stand up to ten pounds more without injury to mously adopted, providing and permanent officers: President, Senator Shelby M. Cullom, of Illinois; vice presidents, Alfred Orendorff, Springfield, Ill.; John Wahl, Missouri; ex-Governor John H. Gear, Iowa; Judge J. H. Murphy, Iowa; Judge J. W. Clapp, Tennessee; A. J. Tullock, Kansas; George Sutrobaugh, California; Mr. Russell, Alabama; W. F. Cowden, Maryland; John C. Dore, Chicago; T. R. Margwand, Oregon; A. F. Rogers, Margwand, Oregon; A. F. Rogers, ealth or artistic perfection. The tance between the tips of her two middle fingers when the arms are extended should be exactly the same as the height or ten ten times the length of her hand, or seven and a half times the length of her foot, or five times the diameter of of her chest from the junction of thighs to the ground should be the same as from the former point to the top of the head. The knee should be exactly midway from the junction of the thighs to the bottom of the heel. The distance from the elbow to the tip of the middle finger should be the

same as from the elbow to the middle line of the chest. From the top of the head to the chin, with the head posed naturally, should be the same as from the level of the chin to the arm-pits, or from the heel to the tip of the large toe. The bust of a women of the height named should be forty-three inches measurement over the arms, and the waist twenty-four.

The upper part of the arm should be

from thirteen and a half to fourteen inches and the wrist six inches. ankle should be six inches, the calf of the leg fourteen and the thigh twenty-Any woman of the height men tioned who has these measurements can congratulate herself on having as perect a form as the Creator ever made course, the proportions vary with the height.

A Pretty Girl Routed Them.

On the elevated train this morning I was attracted by the beauty of a young girl who was going somewhere or other alone. Opposite her sat a fat man and a thin man, and by her side sat a me-dium sized man. The fat man looked over his paper at the curve of her shoulders. The thin man looked over his at the creamy roundness of her chin. The medium man glanced sideways at her shell pink ear, and from there to her dainty hand; and she gazed abstractedly at a memory. The three men would each pretend to read a paragraph and then proceed to take another look. The girl became conscious of the arrangement after a while and began to get nervous. Men way down at the end of the car were beginning to stand on their toes to examine her loveliness. The girl looked as if she wanted to shrink away. She re-minded me of a hunted fawn with a lot of dogs ranged round her ready to fasten their teeth in her. At Chatham square the guard called: "Change for Fulton, Wall and South

Ferries! The girl arose and moved for the door. The fat man, the thin man, the memium man and several other men started also. When the train stopped the girl turned back and re-entered the train. And there stood the men who had followed her out on the station platform. They had been routed. The game had doubled on them. I tell you, a pretty girl needs to have a face of iron to go on an elevated train between 9 and 10 in the morning.

Indians on the Travel.

A large number of Indians from the Omaha reservation arrived on the train yesterday morning. They say that they are going to Nebraska City to visit their friends of the Otoe tribe.

Mr. Davitt was made a member of the order, it being proposed to have him organize members of the Irish land league into a special district of the Knights of Labor. Much opposition is expected to this project from English and Scotch knights, and it has been kept a profound secret by the leaders up to this time. For sick headache, female troubles, neuralgic pains in the head take Dr. J. H. McLean's Little Liver and Kidney Pellets. 25 cents a vial.

DRUNK OR CRAZY. Express Messenger Owens' Explana-

tion of the Robbery. Sr. Louis, Mo., Oct. 11.-It was understood here at a very late hour last night, that John B. Owens, the man mentioned in the dispatch from Little Rock, as probably being concerned in the recent robbery of the Pacific express on the Iron Mountain railway

between Little Rock and Texarkana, has been arrested, and is now in the Pinkerton "sweat box" in Chicago, and that he has con-fessed to have taken money, but does not know what has become of it, and that he was drunk or crazy when the act was committed. The story related here is identical with that received from Little Rock last night, with the addition that he left the city a week ago yes-terday with some \$50,000 in his safe. The money is said to have been in three or four packages, consigned from this city to persons residing in Texas, but the names of the consignees are not obtainable. Owen was cap-tured in Illinois and taken to Chicago. There are several theories, as is usual in such cases, the chief one being that Owen was made drunk by other parties and then was made drunk by other parties and then robbed. He has been in the service several years, and was fully trusted by his employers. He has resided here for a long time, and has several children and a wife. His wife said last night she had heard of her husband's arrest in Chicago, and that she expected him to be brought here by Pinkerton's detectives to-night or to-morrow. No other arrests have been made yet, but the detectives are said to believe that but the detectives are said to believe that somebody besides Owen was concerned in the robbery, and that they expect to cap-ture him in good time. The officials of the express company are now in Chicago in con-ference with the detectives, and helping to work up the case.

work up the case.

Superintendent Fuller, of the Iron Mountain road, has received the following telegram from Mr. Morsman, who is in Chicago tracing the matter: "Ovens was crazy from drink and trouble. He is now in sound mind and everything is satisfactorily explained. There is no loss nor ground for criminal proceedings. No objections to so informing his wife and friends." The amount of money in Owen's charge Monday night was \$34,500. No further particulars are ascertained

"Died of ammonia, poor lenter, of a Mrs. Partington, on learning of a "I be-"Died of ammonia, poor fellow," friend's death from pneumonia. lieve I should have died, too, but for Dr. Bull's Cough Stirrup." Dr. Bull's Cough Syrup she meant, of course.

Postal Changes. Washington, Oct. 11.-[Special Telegram to the BEE.]-Bugh M. McKee was to-day appointed Postmaster at Anselmo, Custer county, Neb., Joseph A. Mitchell, removed.

### DYSPEPSIA

Causes its victims to be miserable, hopeless, confused, and depressed in mind, very irritable, languid, and drowsy. It is a disease which does not get well of itself. It requires careful, persistent attention, and a remedy to throw off the causes and tone up the digestive organs till they perform their duties willingly. Hood's Sarsaparilla has proven just the required remedy in hundreds of cases. "I have taken Hood's Sarsaparilla for dys-

pepsia, from which I have suffered two years. I tried many other medicines, but none proved so satisfactory as Hood's Sarsaparilla." THOMAS COOK, Brush Electric Light Co., New York City.

Sick Headache

"For the past two years I have been afflicted with severe headaches and dyspepsia. I was induced to try Hood's Sarsaparilia, and have found great relief. I cheerfully recommend it to all." Mas. E. F.

ANNABLE, New Haven, Conn. Mrs. Mary C. Smith, Cambridgeport, Mass., was a sufferer from dyspepsia and sick headache. She took Hood's Sarsaparilla and found it the best remedy she ever used.

Hood's Sarsaparilla Sold by all druggists. \$1; six for \$5. Made only by C. I. HOOD & CO., Lowell, Mass. 100 Doses One Dollar.



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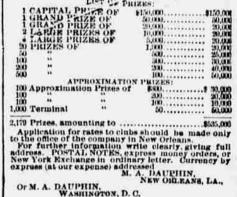
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of Music, Tuesday, October 11, 1887 - 28th Mont

CAPITAL PRIZE, \$150,000. Notice --- Tickets are Ten Dollars, Coly. Halves \$5; Fifths, \$2; Tentins, \$1.



Or M. A. DAUPHIN, WASHINGTON, D. C.

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Box elder Seed, 10c per lb
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